Amendments to the Claims

Claim 1 (currently amended): A trailer locking system for securing a trailer having a door and a braking system, said braking system having a brake line configured to pneumatically interconnect a supply of compressed air to one or more air-operated brakes on said trailer, said trailer locking system comprising:

a power supply;

a brake lock device in operative communication with said braking system, said brake lock device configured to selectively place said brakes in a locked condition and prevent movement of said trailer;

a door lock device in operative communication with said door, said door lock device configured to selectively prevent the opening of said door when said door lock device is in a locked condition;

a controller unit connected to said power supply and in operative communication with said brake lock device and said door lock device, said controller unit having computer circuitry and componentry configured to control the operation of said brake lock device and said door lock device, said controller unit configured to automatically place said brakes in said locked condition based on one or more pre-selected criteria; and

a control mechanism in communication with said controller unit, said control mechanism configured to transmit operational instructions to said controller unit.

Claim 2 (original): The system according to claim 1, wherein said brake lock device further comprises a control valve electronically connected to said controller unit and pneumatically connected to said brake line, said control valve configured to open in response to an open signal from said controller unit so as to allow compressed air from said brake line to vent and maintain said brakes in a

locked condition until a close signal is received from said controller unit to close said control valve and prevent compressed air from venting to place said brakes in an unlocked condition.

Claim 3 (original): The system according to claim 2, wherein said control valve has an inlet and an outlet selectively in fluid communication with said inlet, said inlet pneumatically connected to a brake line outlet pneumatically disposed in said brake line between said supply of compressed air and said brakes, said control valve configured to vent air from said brake line.

Claim 4 (original): The system according to claim 3, wherein said control valve further comprises an electric motor operatively connected to a shaft slidably disposed in said control valve to selectively open and close the communication between said inlet and said outlet.

Claim 5 (original): The trailer locking device of claim 4, wherein said control valve further comprises one or more limiting switches to monitor and limit the movement of said shaft in said control valve, said one or more limiting switches electrically connected to said controller unit.

Claim 6 (original): The trailer locking device of claim 2, wherein said brake lock device further comprises one or more pressure sensors operatively engaged with said control valve and electronically connected to said controller unit so as to measure the air pressure at said control valve.

Claim 7 (original): The system according to claim 6, wherein at least one of said pressure sensors is configured to communicate with said controller unit to open said control valve when the pressure in said brake line drops below a pre-determined level and to maintain said control valve in a closed condition when the pressure in said brake line is above said pre-determined level.

Claim 8 (original): The system according to claim 2, wherein said controller unit and said control valve are disposed in a housing.

Claim 9 (original): The system according to claim 8, wherein said housing is located in an internal cavity of said trailer.

Claims 10-18: cancelled

Claim 19 (original): The system according to claim 1 further comprising a communication system for the transmission of signals across a wireless communication network, said communication system comprising a communication device operatively connected to said controller unit.

Claim 20 (currently amended): The system according to claim 19, wherein said wireless communications network transmits signals by satellite, cellular and/or radio communications ~~communication device is a radio~~.

Claim 21 (currently amended): A trailer locking system for securing a trailer having a door and a braking system, said braking system having a brake line configured to pneumatically interconnect a supply of compressed air to one or more air-operated brakes on said trailer, said trailer locking system comprising:

a brake lock device in operative communication with said braking system, said brake lock device configured to selectively place said brakes in a locked condition and prevent movement of said trailer, said brake lock device having a control valve pneumatically connected to said brake line and one or more pressure sensors operatively engaged with said control valve and electronically connected to said controller unit so as to measure the air pressure at said control valve, said control valve configured to open to allow compressed air from said brake line to vent to maintain said brakes

in said locked condition and to close to prevent compressed air from venting to place said brakes in an unlocked condition;

a door lock device in operative communication with said door, said door lock device ~~having an actuator configured to operatively actuate a locking member so as to selectively lock said door, said locking member~~ configured to prevent the opening of said door when said door lock device is in ~~said~~ a locked ~~position~~ condition;

a controller unit connected to a power supply and in operative communication with said control valve of said brake lock device and said door lock device, said controller unit having computer circuitry and componentry configured to control the operation of said brake lock device and said door lock device, said controller unit configured to automatically place said brakes in said locked condition based on one or more pre-selected criteria; and

a control mechanism in communication with said controller unit, said control mechanism configured to transmit operational instructions to said controller unit.

Claim 22 (original): The system according to claim 21 further comprising a communication system for the transmission of signals across a wireless communication network, said communication system comprising a communication device operatively connected to said controller unit.

Claim 23 (original): The system according to claim 21, wherein said control valve further comprises an electric motor operatively connected to a shaft slidably disposed in said control valve to selectively open and close said control valve, said control valve configured to selectively vent air from said brake line.

Claim 24 (original): The trailer locking device of claim 23, wherein said control valve further comprises one or more limiting switches to monitor and limit the movement of said shaft in said control valve, said one or more limiting switches electrically connected to said controller unit.

Claim 25: cancelled

Claim 26 (currently amended): The system according to claim ~~25~~ 21, wherein at least one of said pressure sensors is configured to communicate with said controller unit to open said control valve when the pressure in said brake line drops below a pre-determined level and to maintain said control valve in a closed condition when the pressure in said brake line is above said pre-determined level.

Claims 27-30: cancelled

Claim 31 (currently amended): A trailer locking system for securing a trailer having a door and a braking system, said braking system having a brake line configured to pneumatically interconnect a supply of compressed air to one or more air-operated brakes on said trailer, said trailer having a frame comprising one or more tubular frame members, said trailer locking system comprising:

a brake lock device in operative communication with said braking system, said brake lock device configured to selectively place said brakes in a locked condition and prevent movement of said trailer, said brake lock device having a control valve pneumatically connected to said brake line and one or more pressure sensors operatively engaged with said control valve to measure the air pressure at said control valve to determine a measured pressure amount, said control valve configured to open to allow compressed air from said brake line to vent to maintain said brakes in said locked condition and to close to prevent compressed air from venting to place said brakes in an unlocked condition;

~~a door lock device in operative communication with said door, said door lock device having an actuator configured to operatively actuate a locking member so as to selectively lock said door, said locking member configured to be slidably received in a receptor disposed in one of said one or more tubular frame members and cooperatively engaged therewith to prevent the opening of said door until an open command is received from said controller unit~~;

a controller unit connected to a power supply and in operative communication with said control valve of said brake lock device ~~and said door lock device~~, said controller unit having computer circuitry and componentry configured to control the operation of said brake lock device ~~and said door lock device~~, said controller unit configured to automatically place said brakes in said locked condition based on one or more pre-selected criteria, said controller unit configured with one or more control codes, said control codes configured to allow operation of said brake lock device;

a control mechanism in communication with said controller unit, said control mechanism configured to transmit operational instructions to said controller unit; and

a communication system for the transmission of signals across a wireless communication network, said communication system comprising a communication device operatively connected to said controller unit.

Claim 32 (original): The system according to claim 31, wherein at least one of said pressure sensors is configured to communicate with said controller unit to open said control valve when the pressure in said brake line drops below a pre-determined level and to maintain said control valve in a closed condition when the pressure in said brake line is above said pre-determined level.

Claims 33-34 Cancelled

Claim 35 (new): The system according to claim 19, wherein said controller unit comprises one or more control codes configured to allow operation of said brake lock device and/or said door lock device, said communication system configured for remote modification of said control codes.

Claim 36 (new): The system according to claim 35, wherein said communication system is configured to allow remote operation of said brake lock device and/or said door lock device.

Claim 37 (new): The system according to claim 36, wherein said communication system is configured to send an outgoing signal acknowledging commands entered at said controller unit or said control mechanism and whenever said control codes are modified.

Claim 38 (new): The system according to claim 22, wherein said wireless communications network transmits signals by satellite, cellular and/or radio communications.

Claim 39 (new): The system according to claim 22, wherein said controller unit comprises one or more control codes configured to allow operation of said brake lock device and/or said door lock device, said communication system configured to allow remote operation of said brake lock device and/or said door lock device and for remote modification of said control codes.

Claim 40 (new): The system according to claim 39, wherein said communication system is configured to send an outgoing signal acknowledging commands entered at said controller unit or said control mechanism and whenever said control codes are modified.

Claim 41 (new): The system according to claim 31, wherein said pre-selected criteria comprises a predetermined pressure amount, said controller unit configured to open said control valve when said measured pressure amount is less than said predetermined pressure.

Claim 42 (new): The system according to claim 31, wherein said communication system is configured to allow remote operation of said brake lock device.

Claim 43 (new): The system according to claim 31, wherein said communication system is configured to send an outgoing signal acknowledging commands entered at said controller unit or said control mechanism.

Claim 44 (new): The system according to claim 31, wherein control system is configured for remote modification of said control codes.

Claim 45 (new): The system according to claim 44, wherein said communication system is configured to send an outgoing signal if said control codes are changed.

Claim 46 (new): The system according to claim 31, wherein said wireless communications network transmits signals by satellite, cellular and/or radio communications.

Claim 47 (new): The system according to claim 31 further comprising a door lock device in operative communication with said door, said door lock device configured to selectively lock said door so as to prevent the opening of said door until an open command is received from said controller unit.

Claim 48 (new): The system according to claim 47, wherein said control codes are configured to allow operation of said brake lock device and/or said door lock device, said communication system configured for remote modification of said control codes.

Claim 49 (new): The system according to claim 48, wherein said communication system is configured to allow remote operation of said brake lock device and/or said door lock device.

Claim 50 (new): The system according to claim 49, wherein said communication system is configured to send an outgoing signal acknowledging commands entered at said controller unit or said control mechanism and whenever said control codes are modified.